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DEADLINE for submission of bids to Integrated Acquisition for the Combs-Gates chain of fixed-based operations has been extended until 5 p.m. today (April 18). Extension was apparently granted to permit a late entry in the bidding, the Marriott Corp., to complete work on its proposal (BA, April 11/114).

SEN. WENDELL FORD (D-Ky.) will hold another hearing this Wednesday on his legislation to create an indepedent FAA, primarily to focus on the report by the Aviation Safety Commission, which will be released today (April 18). Those scheduled to testify include Jack Albertine, chairman of the Aviation Safety Commission, along with former FAA Administrators Donald Engen and Najeeb Halaby.

NTSB Chairman James Burnett said the Aviation Safety Commission had furnished him with a draft copy of its report, which recommended formation of a "super regulatory board" made up of several Cabinet level chairmen. Burnett said it was his understanding that recommendation was not "set in stone," and he suggested such an arrangement would "muddle responsibility."

TREASURY Department's Office of Depreciation Analysis has scheduled a meeting June 6 to discuss the proposed draft of a questionnaire to be sent to aircraft owners and operators as part of the Department's study of aircraft depreciation (BA, March 21/90). Copies of the draft questionnaire are expected to be distributed to an industry working group about two weeks before the meeting.

SUIT SEEKS 'MINIMUM' OF $1.6 BILLION FROM BEECH AIRCRAFT

A suit filed last week in federal district court in Kansas City seeks a "minimum" of $1.6 billion in damages from Beech Aircraft for alleged deficiencies in the wing structure of a number of aircraft models. The suit was filed as a class action on behalf of the approximately 3,000 owners of specified Beech models, including several King Air models, Queen Airs and Model 99s. The plaintiff named in the suit was Commander Properties Corp., which was identified as a Delaware corporation that bought a C-90 King Air several years ago for $750,000.

Linda Joseph, a Buffalo, N.Y. attorney who filed the suit on behalf of Commander Properties, said the suit maintains that Beech was negligent in designing an aircraft without redundant load paths in the wing structure. The suit lists a number of accidents involving Beech-built aircraft since 1979 that resulted from wing failure, although Mrs. Joseph acknowledged that her client's aircraft has not been involved in any accidents attributed to wing problems. In addition, the suit charges Beech with mail fraud and wire fraud for not informing owners of the affected aircraft about problems with the wing structure and not notifying owners of corrective action, such as installation of the "super spar" modification or incorporation of wing straps to strengthen the aircraft and reduce the possiblity of failure. The suit seeks a minimum of $405 million in damages for owners, which Mrs. Joseph said is based on an estimated $135,000 per aircraft to install the "super spar" modification. In addition, the suit seeks treble damages of at least $1.2 billion under the provisions of the Racketeer Influenced and Corrupt Organizations (RICO) Act.

A Beech spokesman said Friday the company had not yet received a copy of the suit and would not have any comment about pending litigation. While product liability suits have been a growing pro-

(Continued on the following page)

NOW ONLINE WORLDWIDE

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SENATORS EXPRESS 'STRONG OPPOSITION' TO FAA MODE C PROPOSAL -- A group of United States senators has written Transportation Secretary James Burnley protesting FAA's proposed rule which increases those areas in which aircraft are required to be equipped with Mode C transponders. In the letter, the senators said FAA's proposal to require transponders in all aircraft "from the ground to infinity in a cylinder 40 miles in diameter is a gross overreaction." The letter said additional data "and clutter on controllers' screens would make an already difficult job that much more difficult...indeed it would undermine safety, given the shortage of experienced controllers." Letter said the proposal to lower the en route Mode C requirement altitude from 12,500 to 6,000 feet "is unreasonable and an overreaction." Senators also asked Burnley for an economic impact analysis, which FAA said it would not do because the rule is considered to be a congressional mandate. Co-signers include Sen. Kent Conrad, (D-N.D.), Sen. Gordon Humphrey, (R-N.H.), John Heinz, (R-Pa.), Sen. Alan Simpson, (R-Wyo.), Sen. Malcom Wallop, (R-Wyo.), Sen. David Pryor, (D-Ark.), Sen. Don Nickles, (R-Okla.), Sen. Steve Symms, (R-Idaho), Sen. Max Baucus, (D-Mont.), Sen. Dave Durenberger, (R-Minn.), Sen. David Karnes, (R-Neb.) and Sen. Thomas Daschle, (D-S.D.).

BREILING CHARTS LIST 1987 BUSINESS AIRCRAFT ACCIDENTS -- A series of charts listing all accidents/incidents in 1987 involving business aviation airplanes and helicopters appear in this issue on the backs of Pages 123-127. The charts were prepared by Robert E. Breiling Associates, the aviation safety analysis firm. Breiling Associates has published four separate volumes, designed for aircraft operators and potential buyers, that provide comprehensive information and statistics about the safety of various aircraft models. Those publications include: Business Jet Accident Analysis for Corporate Aviation; Business Turboprop Accident Analysis; Twin Turbine Helicopter Accident Analysis; and, Annual Turbine Aircraft Accident Analysis. For additional information about those publications, contact: Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487; telephone (407) 997-2580.

JET AVIATION SAYS IT PLANS TO RETAIN MOST PHH AVIATION UNITS -- The president of Jet Aviation of America, which has entered into an agreement to acquire five of PHH Group's aviation holdings (BA, March 28/97), told BA that contrary to an earlier article Jet Aviation plans to retain all but one of the aviation properties it is acquiring. Robert Schaeberle took issue with a report that Jet Aviation "may move quickly to spin off the other aviation properties it is buying from PHH" (BA, April 11/113). He said Jet Aviation is considering restructuring or selling off the PHH Aviation Service Card business, which is headquartered in Hunt Valley, Md., because of the unique charteristics of that business. FBOs that accept the PHH card from purchasers of aviation products and services currently pay a fee to PHH and Schaeberle said FBOs would be reluctant to pay such a fee to a competing FBO operator like Jet Aviation. In regard to the other PHH units, however, Schaeberle said, "at this time we do not have any intention of spinning these off." With Jet Aviation's focus on management of corporate aircraft, the acquisition of Executive Air Fleet, Teterboro, N.J., is obviously a key part of the agreement with PHH. Combined with Jet Aviation's existing aircraft management operations in this country and Europe, he said the company will have a combined fleet of about 120 aircraft. With that many aircraft under contract, he said there is always someone trading up and switching aircraft, which means that a used aircraft sales entity like EAF Aircraft Sales will be a necessity. Schaeberle said the broad-based services offered by Aviation Consulting Inc. will not pose any conflicts with the company's other business units and noted that some of the company's European principals have been involved in consulting operations there. Schaeberle acknowledged that because of the decision by UPS to begin operating its own aircraft, the existing business base of PHH Air (formerly Ryan Aviation) will be reduced. He added, however, that there are a number of opportunities in that end of the business and said Jet Aviation planned to continue PHH Air and was exploring ways to expand its contract carriage operations.

FLIGHTSAFETY INTERNATIONAL REPORTS $11.7 MILLION NET INCOME -- FlightSafety International, the New York-based simulator training company, reported net income of $11.7 million on revenues of $39.9 million for the first quarter of 1988 ended March 31. In the corresponding period in 1987, FSI reported net income of $9.4 million on revenues of $30.8 million. Albert Ueltschi, president and chief executive officer, said all operations of the company registered gains in earnings and revenues in the first quarter.

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1987 BUSINESS JET ACCIDENTS/INCIDENTS - WORLD

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM*
87-01-14	L-35A	Overshot snow covered runway	HB-VGC	Swiss	Pvt	-	S
01-14	C-21(L-35)	Control lost. Engine out training	USAF	AL	USAF	1	D
01-16	L-25	Collided with other aircraft, taxi	N27MJ	GA	Comm	-	S
02-05	L-55	Flew into mountain, S. Africa	F-GDHR	Africa	Comm	9	D
02-17	L-24B	Left main gear collapsed landing	N100DL	MD	Corp	-	M
02-26	L-35A	Aircraft veered on takeoff	N888DJ	CO	Comm	-	S
03-27	L-24A	Collided with high terrain, approach	N31SK	CO	Comm	3	D
03-31	DA-50	Near miss during IFR cruise at FL290	N52DC	OH	Corp	-	N
04-25	CE-500	Uncontained engine failure	N82AT	OH	Comm	-	S
04-28	CL-600	Engine turbine wheel/blades failure	N600KC	TX	Corp	-	N
05-12	L-35A	Control lost. Engine out training	N100EP	PA	Comm	2	D
05-29	NA265	Complete electrical failure, climb	N3030	IL	Corp	-	M
05-31	CE-501	Crash during landing	D-IAEC	Germany	Corp	2	D
06-14	G-II	Unsafe nose gear, collapsed landing	N43R	CA	Corp	-	M
07-16	1121	Abort T.O., overshot runway	N133MF	MS	Comm	-	S
07-31	L-23	Crash during letdown	N28ST	Mexico	Comm	2	D
08-08	CE-650	Near miss during IFR departure	N20AT	IL	Corp	-	N
09-21	L-36A	Abort T.O., overshot runway	N900MD	FL	Comm	-	M
10-11	DA-20	Pressurization loss, ocean ditching	EC-EFI	Iceland	Comm	-	D
10-15	DA-100	Attempted roll after low pass	N121FJ	CA	Mfg	3	D
10-25	1121	Main gear scissor failed, ground loop	N707TE	TN	Corp	-	M
11-03	L-35A	Wind shear ldg. Engine separation	N888DJ	FL	Comm	-	S
11-04	L-35A	Hyd. Failure taxi, hit two aircraft	N900JE	FL	Corp	-	S
12-05	DH-125	Crash during engine out approach	N400PH	KY	Corp	2	D
12-06	CL-601	Yaw damper malf. dutch roll resulted	N125PS	CA	Corp	-	N

N – None
M – Moderate
S – Substantial
D – Destroyed

1987 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
87-01-07	690A	Crashed during inst. approach in IMC	N57113	MT	Comm	-	S
01-20	U-21	Mid air with Piper Navajo Chieftain	Army	MO	Mil	6	D
02-20	CE-441	Crash app. Reported avionics problem	N6585S	AZ	Comm	2	D
03-11	BE-200	Gear collapsed landing	N4248Y	TX	Corp	-	M
03-20	PA-31T	Crashed executing instr. approach	N200FD	MA	Comm	-	D
05-19	BE-100	Ground crew walked into prop. arc	N753D	AL	Corp	1	M
05-20	PA-31T	Lost control during 2nd app.in IMC	N2336X	WY	Bus	3	D
06-18	MU-2F	Crashed in Everglades, cause unknown	N184MA	FL	Comm	1	D
06-21	690	Power loss on final. Lost control	N662DM	NV	Comm	2	D
06-23	BE-200	Stall/hard landing. Fire followed	N859DD	AL	Bus	-	D
06-24	690A	Inflight structural failure	N57169	FL	Comm	2	D
06-24	BE-200C	Hit fuel pump taxi	N617MS	KY	Corp	-	D
06-28	BE-90C	Gear collapsed during landing	N2030W	CA	Pvt	-	S
07-02	MU-2	Lost control during takeoff	N271MA	MO	Bus	-	S
07-07	PA-31T	Landed with gear retracted	N38WA	CA	Bus	-	S
07-16	MU-2B	Landed hard short of runway	N702H	TN	Bus	-	S
07-17	BE-200	Letdown into mountainous terrain	N1870S	CA	Bus	4	D
08-09	BE-90	Press. sys. fire during climb	N425K	WI	Comm	-	S
09-02	690	Gear would not extend. Gear up ldg.	N9168N	WI	Comm	-	S
09-08	BE-100	Landed gear up	N73KA	IN	Bus	-	S
09-16	840	Elec. fire in cockpit prior landing	N5925	WY	Bus	-	M
09-21	CE-441	Hit tel. wires night VFR approach	N76DA	TX	Bus	-	M
09-30	BE-100	Swerve of rwy. ldg. Hit building	N32RL	OR	Pvt	-	D
10-08	690B	Lost control ldg., gear collapse	N711TT	NM	Pvt	-	D
10-12	BE-100	Pass. retracted gear during landing	N601TA	FL	Comm	-	S
10-14	MU-2D	Gear collapsed landing	N500X	MD	Pvt	-	M
10-16	BE-200	Gear collapsed landing	N179MC	OK	Bus	-	S
10-19	BE-200	Struck high ground on ILS approach	G-MAJI	Malaga	Comm	1	D
11-09	BE-200	Taxi into deep ditch	N1072	AL	Gov't	-	S
11-15	CE-441	Flew into ground, radar tracking	N2484B	CA	Gov't	2	D
11-16	BE-200B	In flight breakup during descent	N334DP	WI	Corp	8	D
11-30	BE-90	In flight breakup during IFR climb	N4463W	SC	Bus	2	D
12-07	MU-2B	Landed with landing gear retracted	N866Q	NY	Pvt	-	S
12-23	MU-2B	Crash, Bahamas. Circumstances unkn.	N255C	Bahama	Pvt	-	S
12-29	SA-26AT	Overshot landing. High elev.runway	N4468M	CO	Corp	-	S

1987 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
87-01-13	A-109	Tail rotor blade failure on lift off	N300CC	MA	Comm	-	S
02-04	S-76A	During mtnce. flt.,crash ILS app.	N767AL	TX	Comm	2	D
03-30	A-109A	Tail rotor shaft failed taxi	N4GH	NE	EMS	-	M
04-15	B-222	Fatigue failure drive hub assmbly.	N1074T	TX	Comm	2	D
04-20	B-222U	Uncontained engine failure	N222HX	MS	EMS	-	S
06-07	BO-105	Crashed following steep turn on app.	N550H	MI	Comm	2	D
07-08	MB117A	Hit wires, nite off airport landing	N160BK	CA	EMS	-	M
08-19	AS355F	Tail rtr. malf/failure rig lift off	N359EP	TX	Corp	-	S
10-30	A-109	Encountered ground resonance, taxi	N109AM	NY	Comm	-	S
12-07	B-412	Crash approach, mtnce. test flight	N3910U	TX	Comm	-	D
12-21	SA-330J	Hit object during off shore landing	N3596N	LA	Comm	15	D

1987 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
87-01-18	H-500	Power loss during approach	N1107N	CA	Bus	-	S
02-04	B-206L	Flew into water returning to base	N5012Z	TX	Comm	2	D
02-20	B-206B	Sling load hit object, control lost	N90327	WA	Comm	-	D
02-22	B-206B	Control lost TO from soft terrain	N1082Z	TX	Pvt	-	S
03-10	H-500	Mid air with other police helicopter	-	CA	Pol.	5	D
03-10	H-500	Power loss during ext. load oper.	N1103V	CA	Comm	-	S
03-17	B-206B	Hit power lines during patrol	N9AR	AK	Comm	1	D
03-19	B-206B	Power loss approach, hard landing	N666TV	TX	Comm	-	S
04-03	H-500	Power loss during ext. load oper.	N8356F	WA	Comm	-	S
04-11	B-206L	Unlicensed pilot attempted flight	N1678O	FL	Comm	-	S
04-13	B-206	While hovering to land, hit pole	-	OH	Comm	-	D
04-15	B-206B	Hit water while hovering near barge	N370AH	HI	Comm	1	D
04-16	B-206B	Collided with terr.,high elev.ldg.	N76EF	CA	Comm	-	D
04-18	B-206L	Eng. malf. TO, hard landing	N38886	CO	Comm	-	S
04-18	B-206B	Skid hit ground during hover	N9KT	WA	Pvt	-	S
04-22	B-206L	Hit pole during hover	N79RR	OH	Comm	-	S
04-29	H-500	Main rotor blade(s) separation, flt.	N10995	Guam	Comm	2	D
05-04	B-206B	Autorotation demo. Hard landing	N5754A	TX	Mfg	-	S
05-09	B-206B	Control loss, high winds, hard ldg	N3187D	NV	Comm	-	D
05-13	SA-315	Sling cable caught in tail rotor	N47256	OR	Comm	-	D
05-27	H-500	Power loss during spray operation	N9180F	KY	Comm	-	S
06-03	B-206B	Damaged landing following power loss	N59624	UT	Comm	-	S
06-05	B-206L	Power loss shortly after lift off	N120RM	NY	Comm	-	D
06-10	B-206L	Power surge/loss during approach	N3177L	FL	Comm	-	S
07-02	B-206L	Collided with wires during hover	N2123X	AZ	Comm	-	S
07-09	B-206L	Tail rtr. shaft not connected for TO	N5734S	LA	Comm	-	S
07-15	FH-1100	Control loss landing	N590FH	VA	Pvt	-	S
07-17	SA-316B	Blown over during long line lift	N4814	MT	Comm	-	S
07-28	AS-350D	Power loss, landed in water	N350AP	MA	Bus	-	S
07-29	B-204B	Eng. fail/malf. during ext.load oper.	N4580Y	WY	Comm	-	S
07-30	H-500	Hard landing, tail boom separation	N42405	IN	Pvt	-	S
08-03	B-206B	Eng. malf/fail. TO. Hard landing	N5001Q	NM	Bus	-	S
08-10	B-206L	Hit object during platform lift off	N5000Y	LA	Comm	-	D
08-12	B-206L	Practice auto rotation. Tail failed	N2764F	LA	Comm	-	S

(Continued on the back of the following page)

1987 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
08-12	B-206B	Power loss cruise. Hard landing	N33PW	TX	Comm	-	S
08-23	B-206	Hit volcano side, sightseeing flight	N2777R	HI	Comm	-	S
09-13	FH-1100	Flew into terrain during low flight	N5059F	WY	Pvt	-	D
09-16	B-206	Pilot, wreckage located in water	N2206F	LA	Comm	-	S
09-24	B-206	Eng. malf/fail. Hard landing followed	N9913K	FL	Pol.	-	S
09-27	H-500	Eng. malf/failure during cruise	N8613F	WA	Pvt	-	S
10-26	H-500	Eng. malf/failure during cruise	N47861	CA	Comm	-	S
11-11	FH-1100	Hit object during precautionary ldg.	N35HA	OR	Comm	-	S
11-11	H-500	Tail rotor shaft malf/fail. climb	N77DJ	HI	Comm	-	S
11-19	B-206B	Hooked skid in tree limb during hover	N1073N	NM	Comm	-	D
11-19	B-206L	Attempted TO while tied down	N66WL	CA	Corp	-	S
11-24	B-206	Aircraft made hard landing	N3888Q	MA	Radio	-	S
12-10	B-206L	Dest. by fire during oxy. serviceing	N86CH	AR	Comm	-	D
12-12	B-206	Hard ldg., practice auto rotation	N2764F	LA	Comm	-	S

NOTE

ONLY THE FOLLOWING PAGES OF THIS

PUBLICATION HAVE BEEN FILMED

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